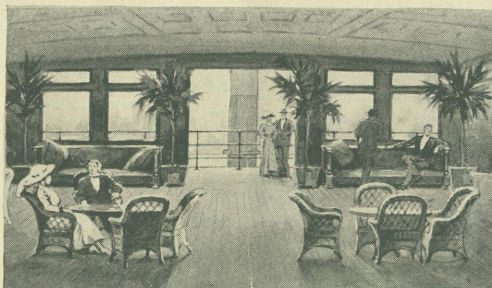


JAMAICA PANAMA CANAL CENTRAL^{and} SOUTH AMERICA

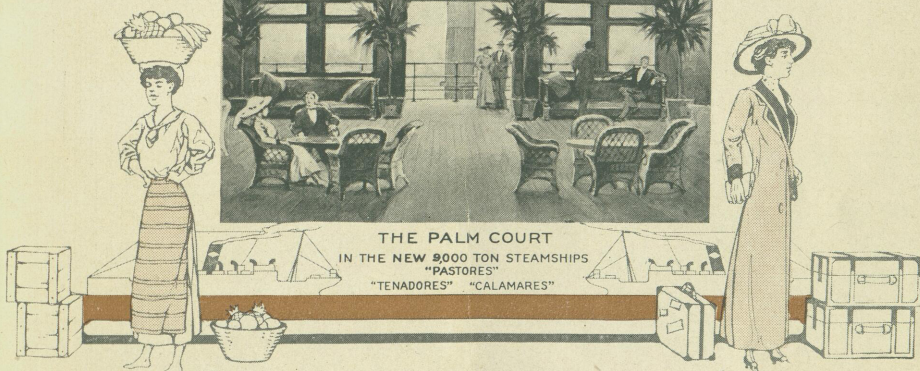


United Fruit Company
Steamship Service

■ JAMAICA ■
 PANAMA CANAL
 CENTRAL^{and} SOUTH
 ■ AMERICA ■

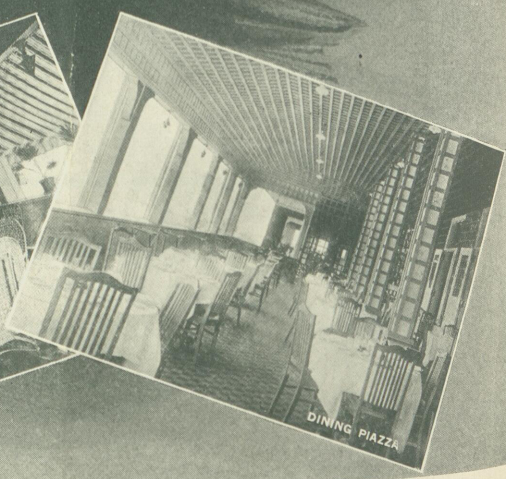
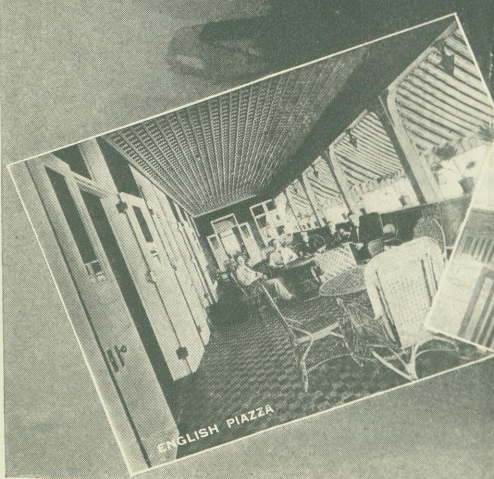
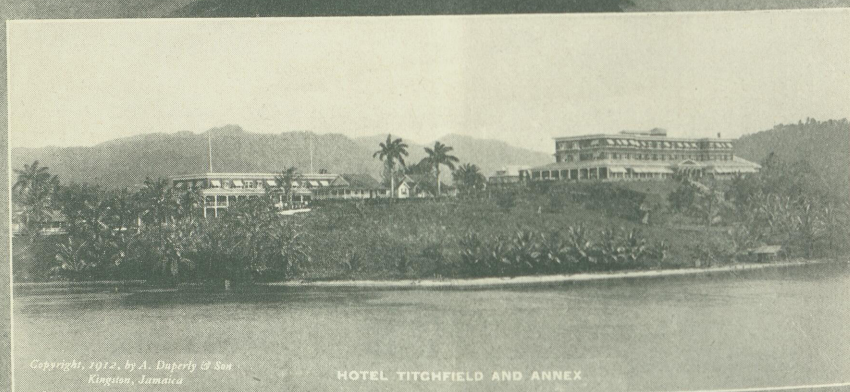
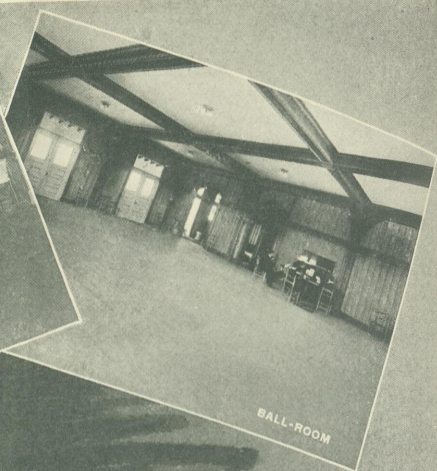
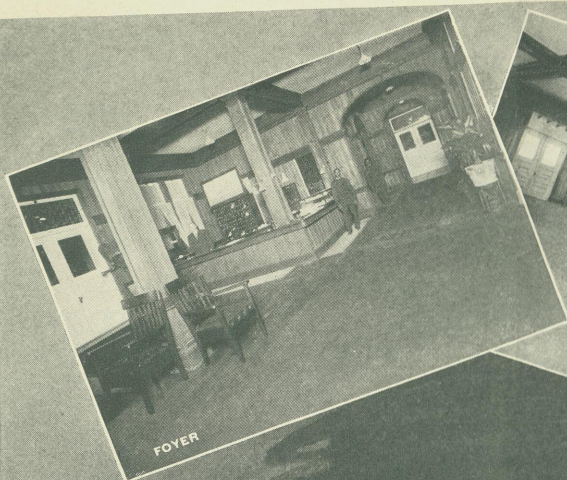


THE PALM COURT
 IN THE NEW 8000 TON STEAMSHIPS
 "PASTORES"
 "TENADORES" "CALAMARES"

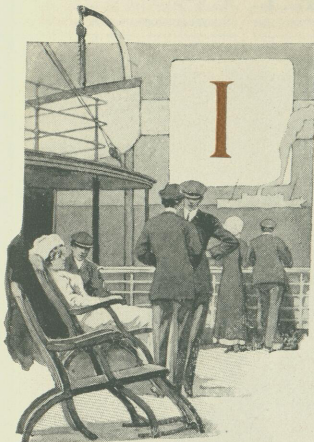


THE GREAT WHITE FLEET
 UNITED FRUIT COMPANY
 Steamship Service
 1912-1913

Issued by the Passenger Department
 17 Battery Place,
 New York.



Hotel Titchfield, Port Antonio, Jamaica



IN EVERYONE is born at times a desire to revel in the warmth and glory of tropical splendour, to wander among the ruins of dead epochs, to tramp through labyrinthine forests, to follow the sinuous courses of sleepy rivers, to study the lives of tropical people, to worship at a shrine of natural southern loveliness.

To realize this ambition and combine with it the luxuries, conveniences and safeties of modern American life is the object of the United Fruit Company Steamship Service to the West Indies, Panama and Central and South America.

No more complete, pleasurable, safe or luxurious Winter holiday can be imagined than on one of the splendid United Fruit Company's steamers.

The modern tourist demands that an ocean steamer be as complete and perfect in its appointments as a fashionable hotel. Convenience, comfort and safety of the highest quality are expected.

For years the lack of land comforts on the high seas tempered the desire for a trip to Jamaica, Panama, Central and South America.

The disagreeable features of a cruise to southern seas have been eliminated by the steamship service of the United Fruit Company. Their vessels combine luxury, ease of travel, speed and beauty.

When the United Fruit Company was organized in 1899, the possibilities of tourist travel in this perfect clime were recognized. To meet a long-felt demand a steamship service without parallel in southern waters was created.

A new fleet of pleasure crafts awaited the traveler. They were the "Brookline," "Barnstable," "Limon," "Esparta," "San Jose"—and the ships named after the four great admirals—"Dewey," "Sampson," "Schley" and "Farragut."

In 1908 the stately and magnificent "Cartago," "Parismina" and "Heredia" were placed in service from New Orleans. These steamers were the foundation of the present GREAT WHITE FLEET of the United Fruit Company Steamship Service.

In 1909 the "Atenas," "Abangarez" and "Turrialba" were added. A year later the "Almirante," "Santa Marta," "Metapan" and "Zacapa" were built. They were followed in 1912 by the "Carillo," "Sixaola" and "Tivives."

That is the WHITE FLEET built to satisfy the tropic-hunger of the North—a fleet for the land of the Southern Cross—thirteen 5,000-ton steamers in addition to twenty-five smaller vessels.

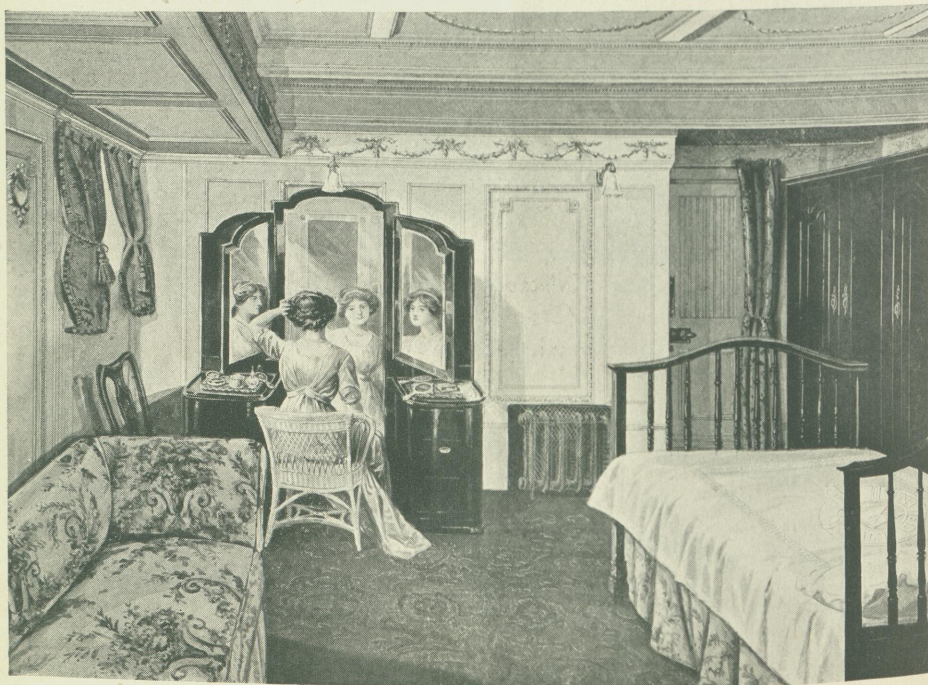
In the building of the 5,000-ton type of steamers was embodied the result of years of experience in tropical steamship service. No expense was spared in producing the finest and most comfortable steamers sailing out of any American port to Jamaica, Panama, Central and South America.

The staterooms are unusually large, bright and airy. All are situated agreeably outside. Many of them have private baths. The suites on the promenade deck are furnished in quiet elegance.

THE GREAT WHITE FLEET



A Winter Day on a Summer Sea



Cabin de Luxe



One of the Music-Lounge Rooms

The decks are fourteen feet wide and fourteen laps to the mile.

An atmosphere of comfort and dignity permeates the appointment of the dining salon with its small, convenient tables, the music or lounge room, the open-air cafe and the smoking cabins.

The most important improvement in the many advantages of the big steamers is the perfect system of ventilation.

Huge blowers are located on the promenade deck that draw in the fresh, pure air from the sea, and force it into every room, compartment and section of the steamer. This renders it possible for passengers to regulate the temperatures in staterooms and salons.

The United Fruit Company's service is essentially a tropical system. Its steamers are the only vessels sailing out of American ports designed and constructed especially for the warm seas of the world's center.

At the present time, three new ships are building in the shipyards of the Company. They are the 9,000-ton steamers—"Pastores," "Tenadores" and "Calamares," and when completed will be placed in the New York, Panama and Central American service.

DESCRIPTION OF S. S. "PASTORES," "TENADORES" AND "CALAMARES."

These vessels are 500 feet in length, with a gross tonnage of about 9,000 tons. They are intended for general fruit carrying and passenger service between New York, West Indian and Central American ports, and are also fully equipped for the Atlantic



JAMAICA, PANAMA CANAL



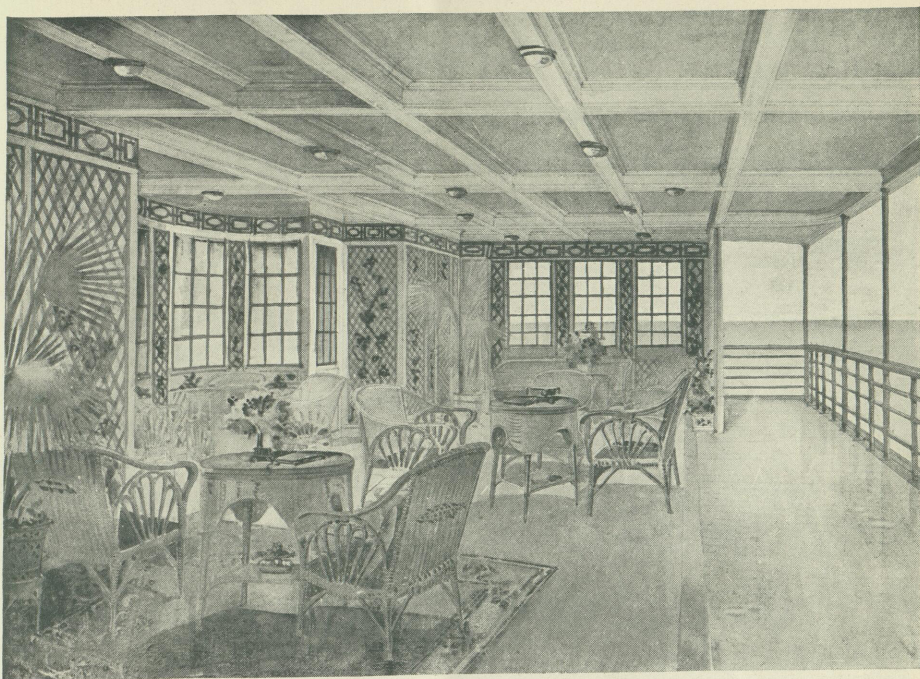
The Staterooms are constructed with a special view to comfort in the Tropics

Service. They are built in accordance with the highest requirements of the British Corporation Registry of Shipping, the British Board of Trade and the United States Steamship Inspection Service. The cargo space of each vessel is divided into nine compartments, all specially insulated and prepared for the carriage of fruit in bulk. This perishable cargo will be preserved during transit by means of cooled fresh air delivered by electrically driven fans through ducts from the refrigerating rooms to each compartment. The propelling machinery consists of two independent sets of quadruple, expansion-balanced engines of the latest type, to reduce vibration to a minimum and with all necessary auxiliary machinery; they are supplied with steam from three double-ended and one single-ended steel cylindrical multitubular boilers, the whole being designed to give a speed of sixteen knots. In the matter of safety equipment, everything is up-to-date, water-tight compartments, cellular double bottom, bilge keels, submarine signalling and wireless telegraphy installations.

The life boats have accommodation for everyone on board, and are so arranged with patent lowering gear that they can be instantly and safely lowered.

Special care has been taken in the construction of the pantries, kitchens, cold storage and refrigerating chambers, all of which are arranged in accordance with modern scientific principles.

The toilets and bathrooms are of the very latest American hotel type, well-lighted and ventilated and perfectly sanitary. Forty-two bathrooms altogether are provided for the passengers' use, twenty-nine of these being private bathrooms in connection with staterooms and thirteen being for public use.



The Palm Court

The fresh water supply, after thorough filtration, is further sterilized by means of ultra violet rays, which is one of the most powerful bactericidal agents known.

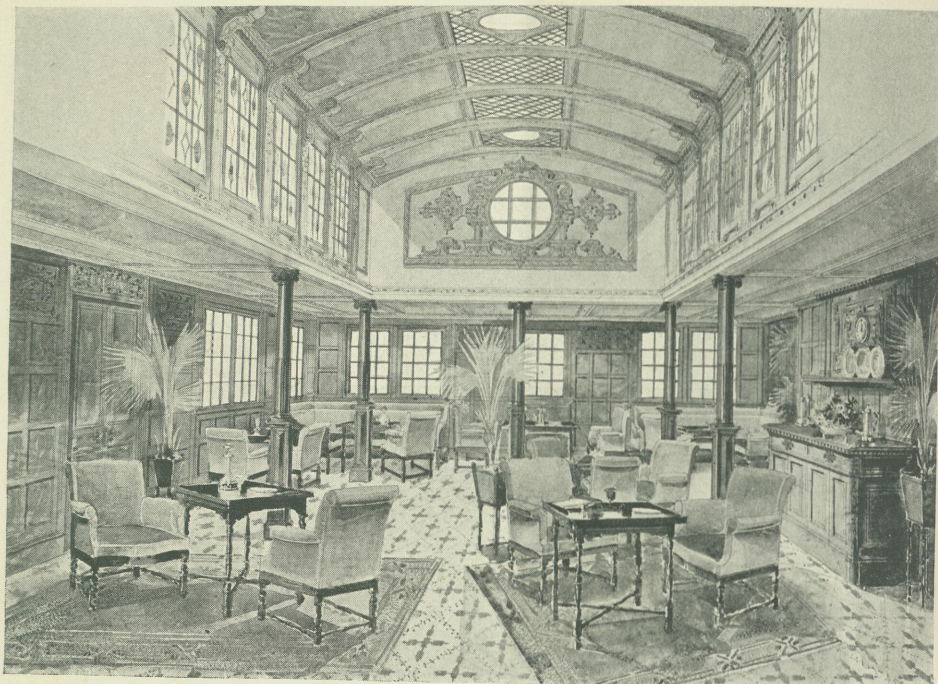
All the rooms, public and private, are efficiently ventilated by means of cooled fresh air delivered through ducts, while the circulation of the air is ensured by electric fans in the public rooms, and in each cabin de luxe and stateroom. For heating, a steam radiator has been installed in each living room, and the public rooms are also heated in a similar manner. The arrangements both for heating and ventilation in each cabin de luxe and stateroom are under the control of the passengers.

The public rooms include a main entrance hall, social room, dining saloon, smoking-room and veranda cafe and palm court, while there is also an extremely well-equipped barber shop.

The deck space for promenade and open air recreation is specially good, and both the lower promenade deck and the upper promenade, or boat deck, are admirably suited for these purposes, being arranged clear of obstruction and about nine times round make a mile.

The main entrance and reception hall, which are situated at the forward end of the lower promenade deck, is an apartment of exceptional size, decorated in a pleasing manner, one of the features being the broad stairway, with handsome wrought iron balustrade leading down to the saloon deck. Comfortable cane furniture is arranged about the rubber paved floor, and makes this room an ideal lounge.

THE GREAT WHITE FLEET



Smoking Room



One of the Dining Salons

UNITED FRUIT COMPANY



Another of the Music-Lounge Rooms

The social room, which can be seen through the large glass swinging doors at the forward end of the entrance hall, expresses the acme of elegance and comfort. Delightful easy chairs and divans, charmingly covered in chintz, richly carpeted floor, occasional tables, and writing tables, well-stocked bookcases, grand piano and a phonograph, all combine to realize the title of the room. The walls are in white and gray panelling ornamented by handsome electric sconces in old gold, with silk shaded lamps. The windows are arranged on either side in deep semicircular bays, and they are grouped along the forward end, the whole arrangement giving a very fine effect. A beautiful stained glass dome-light is placed over the center of the ceiling. The ceiling, which is of exceptional height, is executed in finely decorated plaster work and relieved by delicate cut glass electric pendants. In the center of the room a decorative, wrought iron balustrade, oval in shape, forms a light gallery to the dining saloon. This apartment, which is at the forward end of the saloon deck, extends for the full breadth of the vessel. It has seating accommodation for 140 at tables arranged for parties of four or more. The walls are in white and gold, enhanced by decorative electric light brackets and carved ornamental panels, and the prettily curtained windows are arranged at sides and fore end in groups of two and three. The ceiling, which is unusually high, is of very rich plaster work, and the electric ceiling fittings are of special design. The chairs are movable, or can be fixed if desired, an innovation which will be greatly appreciated, and each one is fitted with an ingenious arrangement underneath for taking hats or caps. Thick Axminster rugs cover the polished oak parquetry



JAMAICA, PANAMA CANAL



View of Port Antonio on North Coast of Jamaica

floor. The effect of this room is very fine, and it will compare most favorably with any shore restaurant.

The smoking-room, which is on the upper promenade or boat deck, is on a like scale of furnishing to the other public rooms. Its walls are in oak, decorated with carved frieze panels of the Jacobean Period, and the chairs and divans are spring-stuffed and upholstered in dark green leather. The floor is paved with rubber tiling, which is noiseless and has a very cool appearance. Large sliding windows, with *jalousies*, are arranged, and the ceiling is surmounted by a high wagon-roof skylight lighted by dormer windows. Doors are arranged to the accommodation and also to the deck.

Immediately below the smoking-room, and at the aft end of the lower promenade deck, is the palm court and open-air cafe. This is somewhat unique. Its walls are of stone color overlaid by green trellis and trailing ivy. The windows are in the French style and look very charming with their bright boxes of flowers. Cane furniture of the very latest type, and palms, set on prettily colored matting, combine to give a most realistic garden cafe effect.

The cabins de luxe and staterooms are arranged on the three passenger decks, so that there is no crowding, and all are outside rooms, lighted direct through large windows or port openings. Each of the cabins de luxe and a large number of the staterooms have a private bath and toilet in connection, and for those not having this private accommodation, bathrooms and toilets are conveniently located on each deck. Each

CENTRAL and SOUTH AMERICA



Tennis at Hotel Titchfield

cabin de luxe is beautifully appointed, the white panelling harmonizing delightfully with the delicately tinted chintz curtains and the rich Axminster carpets. The furniture is all in dark polished mahogany and comprises a large double bedstead and a single bedstead, a comfortable divan which can be used as a couch, movable armchairs, and a combined small table and writing desk which can be closed when not in use. The dresser and wardrobe are marvels of convenience, the dresser being arranged with a full length mirror in the center and two adjustable side mirrors, below which cupboards are fitted, each having cleverly arranged sliding trays, shelves and trinket holders. The wardrobe has three compartments with sliding trays and shelves and ample space for hanging clothes. These rooms are lighted by day through two groups of large windows, and at night by shaded electric bracket lamps.

The staterooms, which are fifty-five in number, leave nothing to be desired. Their design and fit-up are perfect. They are arranged to accommodate one or two passengers each, and are arranged with communicating doors, so that a family or party of friends can be in direct communication. Each room is fitted with mahogany bedsteads, a comfortable settee and arm chair, large wardrobe fitted complete with racks and drawers and coat and trouser hangers; also fold-up writing desk, which can be used as a table, a combined dresser and washstand, the latter having running water laid on; the dresser is fitted with a large central oval mirror and two adjustable side mirrors, jewel drawers and cabinets, and the washstand, when closed, forms a dressing table;

THE GREAT WHITE FLEET



The Myrtle Bank Hotel at Kingston

and, in addition, a full length mirror and a steam radiator. An electric reading lamp is fitted over each bed, and nearly every stateroom has an electric clock, the time being regulated from the bridge. Watch holders and berth tables are arranged in convenient positions. A feature in the arrangement of the staterooms and cabins de luxe is the method of getting the passengers' baggage into the rooms. This is done through an opening into the main passage from under the bed. This opening has a hinged door with locking arrangement, and is only open when shipping or unshipping baggage. Steamer trunks or other baggage can by this means be placed in the rooms without passing through the door. The upholstery of the staterooms has received special consideration, the curtains and settee covering being of a very dainty chintz pattern which combines charmingly with the finish of the room, and the whole presents a very cool appearance which will be greatly appreciated in a steamer voyaging through the tropics.

A TROPICAL WARDROBE.

To the traveler to the tropics an important consideration arises—
"What clothes shall I take with me?"

Officials of the United Fruit Company Steamship Service have given serious study to this problem as a part of the service due their patrons.

To enjoy properly the healthy climate of the tropics in winter, the ordinary clothing of the Northern States and Canada is too heavy. Passengers should dress in summer clothes.



A Ceiba or Silk-Cotton Tree near Kingston

A special wardrobe consisting of light, washable material is best suited both for the use of gentlemen and ladies.

The principal items of attire, for gentlemen, should include: Several white, gray or Khaki linen, flannel or cotton suits, consisting of trousers and coats. The so-called patrol or uniform coats, which eliminate the necessity of wearing the stiff, starched collar, are much in vogue in the tropics. With the ordinary cut of coat the soft-collared shirt may be worn with comfort and appearance.

Ladies embarking for the tropics should choose their wardrobe with a view to lightness and simplicity.

The hot weather renders the laundry man an ever-present necessity. Delicate fabrics and expensive laces wear out quickly under the rough handling received at the hands of the native washwoman.

Straw hat, and shoes made of white canvas, with rubber or leather soles, are most suitable to the conditions encountered in the Southern Isles.

In many of the parts reached by this Company's steamers, in the tropics, bathing—delightful dips in perfect seas—is possible. Travelers seeking to take advantage of this pleasure should include bathing costumes in their wardrobes.

Light parasols and dark glasses are of use in shading the eyes from the strong tropical sun.

The tourist, without any inconvenience, may purchase these articles of clothing at very reasonable prices at Kingston, the capital of Jamaica.



JAMAICA, PANAMA CANAL



Fishing in Jamaica

JAMAICA.

Jamaica is an island 144 miles long, varying in width from twenty-one and one-half to forty-nine miles. It is situated in the North Caribbean Sea.

It was the keynote to America and American civilization. It was here—Dry Harbor in the Parish of St. Anns—that Columbus landed in 1494. It remained a Spanish possession for the next 160 years.

During Cromwell's short but vital reign the British sea rovers captured it. Britain still rules there.

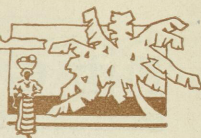
The wonderful range of climate and temperature in Jamaica makes it a fountain of health for those desiring to escape from the rigors of a northern Winter. The average Winter temperature is 78 degrees Fahrenheit. In summer 84 degrees is a rare maximum.

The scenic beauties that meet the eye on every side are easy of access because of the network of splendid roads that cover the face of the island, and the perfect railway system that has been installed.

Jamaica is an isle of mountains. All the natural treasures of the emerald-reaches seem to lie at the feet of Blue Mountain Peak, rising 7,500 feet above the sea in matchless majesty.

The tourist of the Winter finds in Jamaica all the outdoor sports of the nations: Tennis, golfing, boating, rafting, sailing, fishing, motoring, riding, driving—a thousand and one amusements can be crowded into a few weeks of supreme pleasure.

CENTRAL and SOUTH AMERICA



In Castleton Gardens, near Kingston

Fruits are found in abundance on the island during the Winter period of the North. Bananas, cocoanuts, grape fruit, oranges, tangerines, papaw, naseberries, custard apples, melons, shaddock and saur sop. The mango is scarce until May.

All of Nature's perfections and man's achievements are open to the tourist taking the trips offered by the United Fruit Company's tropical service. From Port Antonio and Kingston, the two principal cities, the fascinating interior may be traversed by short trips.

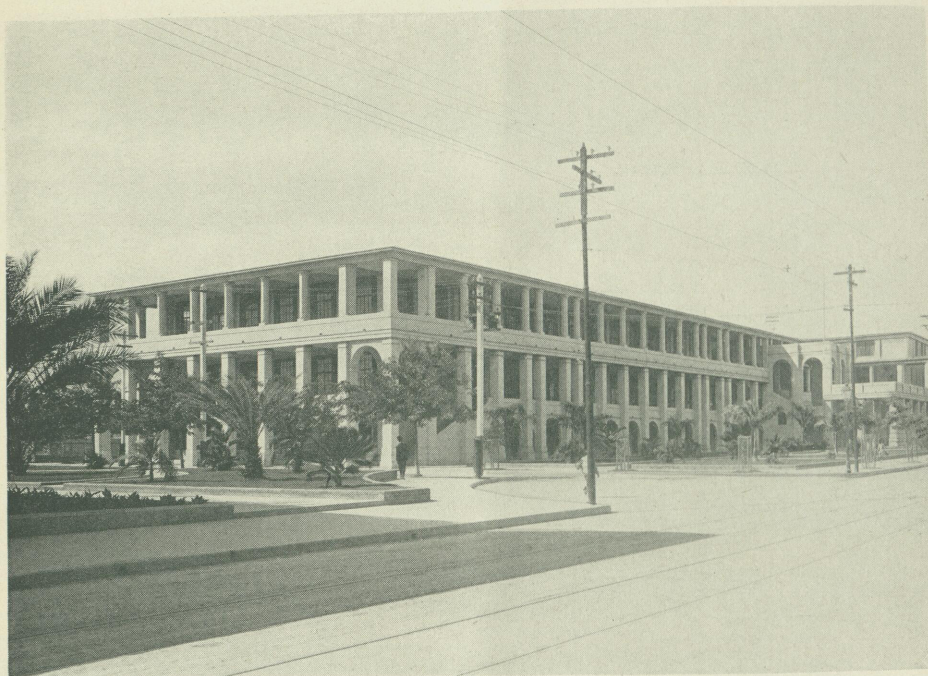
PORT ANTONIO.

On the voyage down from the United States the first stop is made at Port Antonio, a beautifully located town on the north side of the Island. Here the steamers of the United Fruit Company come to rest—the smaller boats anchoring in West Harbor—the larger ones in East Harbor. The rich deep blue of the sea, shading into opalescent hues over the coral reefs near the shore, the perfect emerald of the hillsides, with their coconut and banana plantations, seem to rise in continuous and increasing heights toward the great divide—the Blue Mountain range.

THE HOTEL TITCHFIELD.

The Hotel Titchfield is superbly situated overlooking the harbors and town of Port Antonio. Each room has hot and cold water and many have private baths. The lower floor is devoted to the dining rooms, foyer, ladies' reception rooms, writing rooms, a fine billiard hall with English and American tables, and a large music room, and there are over one thousand feet of broad piazzas which practically extend around

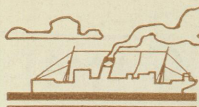
THE GREAT WHITE FLEET



Type of Municipal Buildings at Kingston



Spanish Town Cathedral



UNITED FRUIT COMPANY



The Famous Bog Walk along the Rio Cobre, Spanish Town

the building and include a delightful dining piazza, a cafe piazza and afford ample shade at all times.

The hotel maintains a cold storage plant, a conveniently located garage and is lighted throughout with electricity.

Under American management, the E. R. Grabow Company, of Boston, Mass., the Hotel Titchfield is a strictly up-to-date hotel, and the cuisine and service will be found equal to any first-class hotel in America or Europe.

All the sports except golf, which have been mentioned as a part of the pleasures of the trip to Jamaica, have proper and perfect setting at the Titchfield.

Starting from the Hotel Titchfield, Port Antonio and its picturesque places confront the tourist. There are Upper and Lower Titchfield—the latter being Port Antonio proper—extending along the seashore where the wharves, courthouse and other principal buildings are located. Upper Titchfield, standing on a peninsula, contains the historic old Fort George, now converted into a school.

The walks through the highways are full of fascination.

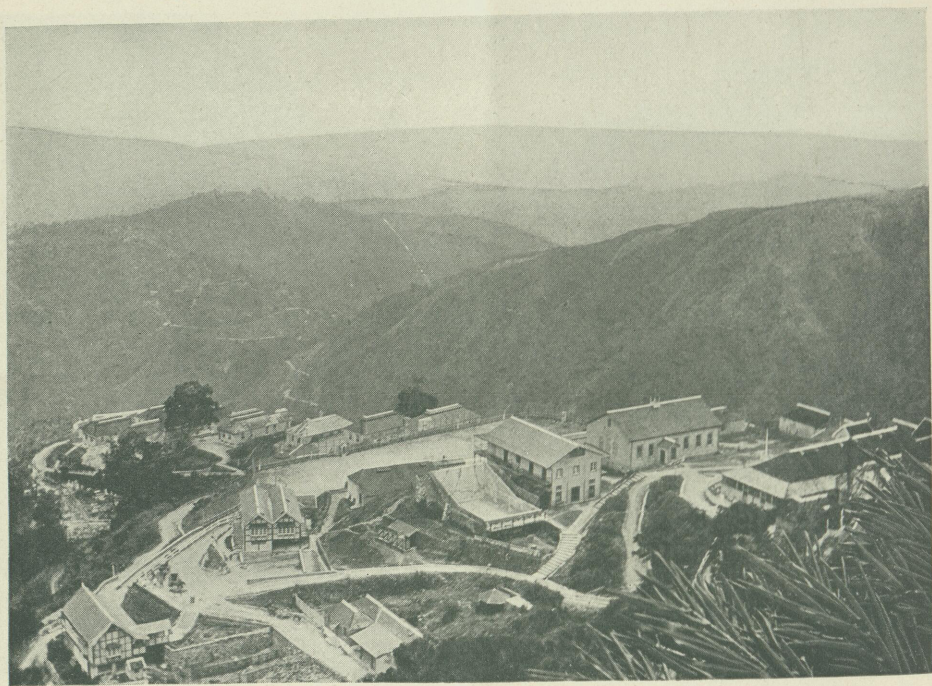
MOORE TOWN.

It is worth while to drive in one of those lazy, low Jamaican carriages out through the maze of charming scenery, past banana plantations and flower groves to the historic Moore Town—the home of the once outlawed Maroons.

Moore Town is but two and one-half hours' drive from Port Antonio, the road for some distance looking down upon the picturesque valley of the Rio Grande.



JAMAICA, PANAMA CANAL



Newcastle, a Military Post, looking toward Kingston

RAFTING ON THE RIO GRANDE.

The Rio Grande offers opportunity for a sport typically Jamaican in character—tropical rafting. It is a new sensation to sit on a seat placed at the stern of a long, crude raft constructed of bamboo poles laced together with cordage. At the front a skilled native stands and with long pole directs the course of the craft. No better vantage point to view the hidden wonders of the isle could be imagined than on a raft in this dreamy, hazy path of perfectly colored waters.

From Port Antonio a pretty drive can be taken to the Swift River, a narrow stream whose waters sing as they dance merrily to the outlet in the Caribbean. Here the dense, tropical vegetation, and flowers tinted as rare sunsets, greet the sight-seer at every turning.

One of the finest motor rides—a dash through the unspoiled primeval—is from Port Antonio to Annotta Bay, a distance of thirty miles.

The town itself is a shipping point for log-wood and bananas, and affords a rare insight of the banana industry of the island.

BLUE HOLE.

An excursion to the Blue Hole—six miles along the palm-lined coast—is a source of keen pleasure. The "Hole" is a small bay remarkable for its wonderful scenery. Its banks are densely overgrown with cocoanuts and other tropical vegetation.

CENTRAL and SOUTH AMERICA



A Rafting Scene, Jamaica

KINGSTON.

If the traveler starts to tour the island from Port Antonio there are three beautiful ways of reaching Kingston, the capital—by water, steam or motor. Each trip has its unique and attractive features.

Kingston, as in the case of Port Antonio, is considered a starting point for a number of remarkable inland and coast points of interest.

Arriving at Kingston, the traveler can find excellent accommodations at the Hotel Myrtle Bank, also maintained by the E. R. Grabow Company, and patterned after the necessities of climatic conditions.

The municipal buildings are the admiration of all visitors—low, spacious, immaculately white. The dwellings are a combination of tropical comfort and luxury. Tall trees of tropical species cast their graceful shadows on the highways. The streets are laid out in chess-fashion. Harbor and King streets are the main arteries of commerce.

In the city proper, instructive and useful visits can be paid to the Parish Church in King Street and the Institute of Jamaica in East Street.

To the student of the past, Port Royal, at the entrance of Kingston Harbor, is of keen interest. Once it was the Babylon of the new world. Its beauty was swept into the sea, leaving the lesson of ruin to future generations. That was in 1692—an epoch of piratical power in the West Indies.

THE GREAT WHITE FLEET



Gatun Upper Lock and Gates, under construction

BEAUTIFUL HOPE AND CASTLETON GARDENS.

To the student of botany, to the lover of native loveliness, the Hope Gardens, five and one-half miles from Kingston, are of special interest. These gardens lie at the foot of the purple hills in the Liguanea Plain. They consist of 100 acres under cultivation. The inner portion is laid out as a botanical garden and an experimental station.

Palms of infinite variety—palms that the uninitiated to the South consider but a poet's dream—are found here in abundance.

The same riotous grouping of vegetation is found in a trip to Castleton Gardens, nineteen miles from Kingston.

SPANISH TOWN.

Leaving Kingston behind, the tourist may go by train to St. Jago de la Vega, or Spanish Town—the ancient, romantic capital of the ancient island. Much of its haze of buried glory is gone, but in its place is the beauty of ruin.

In the town the Cathedral Church, King's House and Rodney's Monument furnish an interesting visit. Then there is the famous Bog Walk, through which the Rio Cobre flows noiselessly, mirroring the palm trees on its banks.

Down the Rio Cobre Canal the sublimity of Nature is revealed.

All the while in his jaunts the tourist has gazed in awe and admiration at the range of Blue Mountains. One of the common excursions, and one of the most enjoyable in Jamaica, is a trip to the Blue Mountain Peak.

UNITED FRUIT COMPANY



City Hall, Panama City

A drive through the same infinite variety of color brings one to Gordon Town, from where the ascent can be easily made. The ascent takes two days. A mountain villa may, by courtesy, be obtained for the night. After leaving Gordon Town the paths wind up the mountain side, passing coffee plantations, streams and rivulets. Magnificent views are obtained of Cinchona, St. Catherine Peak, Content Gap and the Valley of the Clyde.

The pathway from Portland Gap to the summit is strewn with wild strawberries. Mosses, ferns, and lichens cover trees and banks. Ferns constantly meet and form perfect archways for the traveler.

NEWCASTLE.

Then there is the opportunity to take a short trip on horseback to Newcastle, a military cantonment perched on the side of the mountain overlooking Kingston. It is a trip, the incident of which will linger in memory years afterward in the Northland.

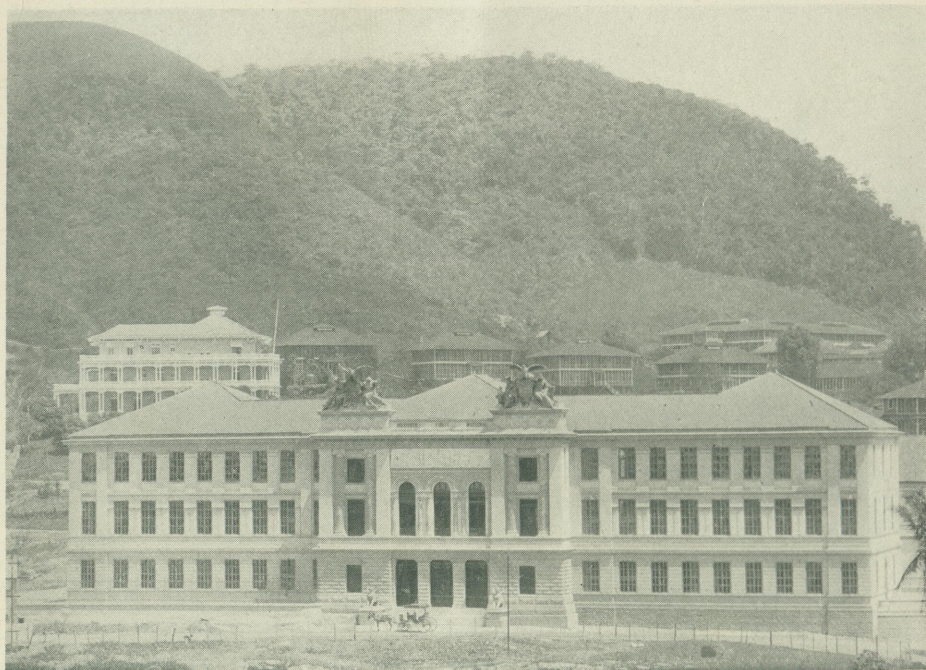
MANDEVILLE.

From Kingston the town of Mandeville is reached by a pretty railroad trip. It is located near the center of the island.

Mandeville is famous as an inland health resort. It is situated 2,200 feet above the sea level. To the visitors from temperate climes, Mandeville recalls the beautiful Spring days of their home land. The village is typical of a Jamaican community.



JAMAICA, PANAMA CANAL



The New National Institute, Panama City

MONTEGO BAY.

In bygone days this famous and beautiful spot was called "Manteca Bay" by the Spaniards because it was the great emporium for lard. The town is situated on the northwest coast and as a Spanish colony was in close touch with the outside world.

In this wondrous bay nestles the town, almost hidden by foliage. Here and there cocoanut palms tower above all the grandeur. Beyond the town are vast cane and banana fields whose estates and houses are scattered over the hills.

In the town proper stands the oldest and most interesting relic of early Spanish domination in the New World. It is the monastery of "Myranda" Hill, situated about one-half mile from the courthouse, on the Government road.

Along the north shore the visitor will find the "White Sands" and the "Doctor's Cave"—both points of interest in Jamaican travel. Right at this point is considered to be the finest beach in the world. The waters are an invariable cure for rheumatic complaints, nervous breakdown and digestive troubles.

Among other places on the Island of Jamaica which may be viewed with increasing pleasure are St. Anns, Moneague and Ocho Rios.

PANAMA.

Vasco Nunez de Balboa, standing on the peaks of Darien, saw the stretches of quiet, glinting waters at his feet and named the new sea "Pacific". That was in 1513. At his side, his head bowed in reverence, stood Saavedra, his disciple.



The Road up Ancon Hill to Government Hospitals

In the brain of Saavedra was born a precious dream—the dream of connecting the waters of the Caribbean, on the east, with the Pacific, on the west, by a canal through the narrow strip of land that at a later date was to be named the American Isthmus.

Charles V of Spain, master of the world of his time, and his successor, Philip II, were fired with the grandeur of the prospect. Engineers of that uninformed age, after a consideration of the scheme, reported that it was impossible. The monks of that period, the learned of Europe, declared it would be flying in the face of Providence to sever two continents. The dream was reluctantly abandoned. In her jealous greed for monopoly, Spain held the penalty of death over the heads of men who should seek to find a route across the Isthmus. Spain had failed. No one had the right to succeed.

HOTEL TIVOLI.

The Hotel Tivoli was built and is owned by the United States Government, and is operated by the Subsistence Department of the Isthmian Canal Commission. It was built in 1907 to accommodate 115 guests, but owing to increased travel to the Canal it has been gradually enlarged and now accommodates 287 people. It is located on Ancon Hill, overlooking the entire Bay and City of Panama, and the cool trade winds fan the hotel day and night. Constructed especially to meet the peculiar needs of the tourist in the Tropics, all of the rooms open out on large verandas. On the first floor are a spacious lobby, the social room and the main dining room seating 300 people. Just off this dining room is a broad veranda where meals are served for

THE GREAT WHITE FLEET



Bird's-Eye View Map of Isthmus of Panama and Canal. Brown dots.

Work commenced by United States, May 4th	1904
To be officially opened January 1st	1915
Total cost (estimated)	\$375,000,000
Amount spent by French	\$260,000,000
Total number of men employed	40,000
Entire excavation	195,323,379 cubic yards
Concrete used (estimated)	5,000,000 cubic yards
Width of Canal Zone	10 miles

UNITED FRUIT COMPANY



dots indicate channel and solid brown line route of Panama Railroad

Area of Canal Zone	- - - - -	448 square miles
Area of Gatun Lake	- - - - -	164 square miles
Length of Culebra Cut	- - - - -	9 miles
Extreme length of Canal	- - - - -	50 1-2 miles
Channel through Canal varies from	- - - - -	300 to 1000 feet
Minimum depth	- - - - -	41 feet
Time of passage through Canal	- - - - -	8 to 10 hours
Time of passage through Locks	- - - - -	3 hours



JAMAICA, PANAMA CANAL



At the Ruins of Fort San Lorenzo, Panama

those who prefer dining in the open air. The Hotel Tivoli has the advantage of a very complete cold-storage system and is supplied with the choicest meats, foods and vegetables direct from the United States, as well as the fruits and vegetables of the Tropics. The hotel is operated on the American plan and the rates are \$5.00 per day and upward.

COLON

"The Canal's Atlantic Gateway."

Colon is the eastern gateway of the Panama Canal. The steamers of the United Fruit Company, after a memorable voyage, drop anchor in the bay. The traveler finds himself in the confines of the new Republic of Panama.

The gateway metropolis of the Canal Zone stands on the beautiful island of Manzanillo. Once it was but a railway station—to-day it is a thriving town combining the beauty of the tropics with the power of the Twentieth Century.

Excellent hotel accommodations can be found by the tourist at Colon, and from here beautiful trips by railroad can be made, without any inconvenience, to the inland, along the route of the canal.

HOTEL WASHINGTON.

This magnificent hotel will be ready to welcome the tourist about January 15, 1913. It is located on the Colon beach, about five minutes' walk from the United Fruit Company's wharf, and commands a most excellent view of the entire harbor of Colon. It is being constructed by the Panama Railroad & Steamship Company, at a



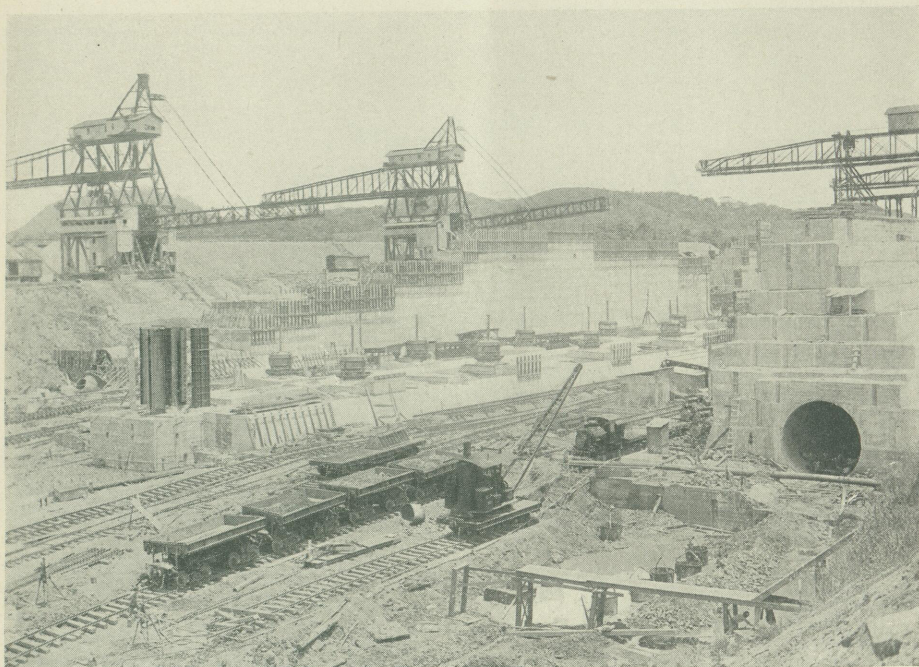
Chagres, at Mouth of Chagres River, Panama

cost of approximately \$500,000, and when completed will be one of the most beautiful hotels in the Tropics. The type of architecture is Spanish-American, and it is constructed of reinforced concrete throughout and with a special view to the comfort of tourists in a semi-tropical country. Particular attention has been paid to the guest chambers, of which there are eighty-nine, and which are unusually large, bright and airy. Forty-five of the rooms have private baths connecting, twenty-eight have private shower baths, eight rooms have bath between, and only eight rooms are without private bath. Public baths and toilets are located conveniently throughout the hotel. It is three stories high, the ground floor being given over to a large foyer hall, billiard room, two magnificent dining rooms and a ballroom. It is almost entirely surrounded with a broad veranda. A distinctive feature is the magnificent swimming pool, 100 by 125 feet, and from three to nine feet deep, equipped with springboards, etc., and located directly on the beach in front of the hotel. The water will be supplied directly from the sea, and as a means of protection to the bathers a large concrete wall and iron grating have been arranged so as to overcome the strong currents and keep the water sweet and clean at all times; the temperature of the water will range from 75 to 80 degrees throughout the year. The hotel will be operated on the European plan.

THE WONDERFUL RAILROAD OF THE CANAL.

The Panama railroad traverses the Canal Zone from Atlantic to Pacific Coast. From the windows and observation platforms, vast and awe-inspiring sights can be

THE GREAT WHITE FLEET



Another View showing the Stupendousness of the Panama Work

seen. The tourist can wander at will about the wonderful country drinking in the wonders of this wonderful century of fulfillment.

For a distance of fifty and one-half miles, the total distance of the canal, the railroad runs through a country marvelous for its scenic grandeur. The train passes through jungles, by growths of dense vegetation and varied forms of strange life, over streams and ravines, with the canal breaking on the vision every few miles. Here and there are native villages, colonies of canal workers, camps and stations.

One is not surprised to find parlor cars with observation platforms in this tropical region when it is recollected that the Stars and Stripes—emblems of progress and modernity—fly over this land.

A railroad trip may be made straight through to Panama City. Then the tourist may take the special tourists' trains back into the interior and view the wonders of the Canal at the Pacific side.

In describing the scenic possibilities, we shall start from the East and go straight to the western terminal.

Panama life is the romance of science in an environment of tropical beauty and poetry. The traveler feels and imbibes it as he tours this place of achievement.

GATUN LOCK AND DAM.

Leaving Colon, the visitor first sights the famous Gatun Locks. He is overcome by their vastness and power. These locks cost \$18,000,000 to construct. They consist



In Central Park, Port Limon

of 3,000,000 cubic yards of concrete. The Gatun Dam is 9,040 feet long and 1,900 feet wide at its greatest width. The crest of this mighty dam is at an elevation of 115 feet above sea level—almost as high as Niagara Falls—or thirty feet above the level of Gatun Lake.

GATUN LAKE.

Stretched out before the traveler is Gatun Lake—an artificial body of water with an area of 164 square miles. Into a vast basin man turned the waters of the River Chagres and its tributaries, the Gatun Dam being the power used.

This lake extends from Gatun Dam through the Culebra Cut to the southern end of Pedro Miguel—a distance of thirty-two miles.

CULEBRA—"MARVEL OF MARVELS."

From the observation platform at Culebra, the vastness of man's latest victory over Nature overwhelms the visitor. For a mile on either side the human eye can see the wonderful spoils of science's conquest. At this point the cut is deepest, widest, most interesting.

The gigantic Gold Hill is on the far side, the elevation called Contractor's Hill directly opposite. Nature here still rebels against the conquest of man.

Every morning the workers find long lines of track twisted and shifted out of place, and great ridges of earth created by the terrible pressure caused by the tearing away of tons of earth and stone support.



JAMAICA, PANAMA CANAL



Along the Costa Rican Coast, near Port Limon

The view below is magnificent and terrifying in its vastness. Men, looking like white ants in their Panama attire, move about defying the work of ages, wresting from elemental forces the possession of aeons. White walls that represent years of Nature-building rise above the small forms of human energy.

THE CANAL'S PACIFIC OUTLET.

From Culebra Locks, the tourist rides through pretty country to the Pedro Miguel Locks. Again the sights witnessed are beyond any previous conception. Then follow the Miraflores Locks.

The trip is at an end. The tourist has traversed the stretch of land that represents the expenditures of the world's best human genius and energy. The city of Panama—Pacific Gateway of the Canal—breaks on the view. It nestles down on the long, smiling beach, a veritable beauty spot. Again the tourist finds excellent accommodation that make him think that the trip has been a beautiful dream from which he has suddenly awakened to find himself in the midst of modern comforts and reality.

COSTA RICA.

Standing on the deck of one of the imposing steamers of the United Fruit Company, with imagination already fired by sights undreamed of in the cold, northern clime, the visitor hopes for wondrous things as he is borne toward Costa Rica.

In inaugurating a regular weekly passenger service between New York and New Orleans and Costa Rica, the United Fruit Company offers a singular opportunity

CENTRAL ^{and} SOUTH AMERICA



Copyright 1912 by Underwood & Underwood, New York

Opening the pods and drying the beans of the Cocoa



Along the Northern Railway

IN COSTA RICA

of seeing this progressive and charming Republic of Central America under the most delightful auspices. The newest and best-equipped steamers of the line stop at Port Limon. On one of the tropical cruises of the Company, the steamer is the hotel for the tourist during a five-day tour of the beauty spot.

The climate of Costa Rica is said to be equal to that of any part of the world. This is due to the high elevation of the interior and the nearness of two oceans—the Atlantic and Pacific. The country is benefited by breezes from both great bodies of water.

The health value of the climate is best attested by the physicians of the Canal Zone. Men whose health has been shattered by severe ordeals in the Panama Canal construction have come to Costa Rica and left entirely recuperated.

The modern and progressive spirit rests upon the ages of dead loves, romance and poetry in Costa Rica. It is the atmosphere of severe democracy softened by the ages of old Spanish rule.

Even in the ages gone, while all around them adventurers were plundering a new world and taking away its treasures, the early settlers here were quietly and industriously cultivating the land and creating large plantations. And over all this was the spirit of peace and light-heartedness and love of life.

Everywhere the tourist will find a spirit of hospitality which makes the stay in the country especially delightful.

Excellent railroad transportation gives facility and comfort to the trips through the various districts.

THE GREAT WHITE FLEET



The Reventazan River, as seen from Northern Railway of Costa Rica

THE CITY OF PORT LIMON.

Port Limon furnishes many and attractive scenes of tropical life and customs. Central Park, the chief attraction of the city, is a veritable paradise of tropical splendor. Every conceivable species of vegetation peculiar to the equatorial clime has been transplanted to this municipal garden. Trees that are the marvel of the northerner, because of their sinuous grace, grow to great heights.

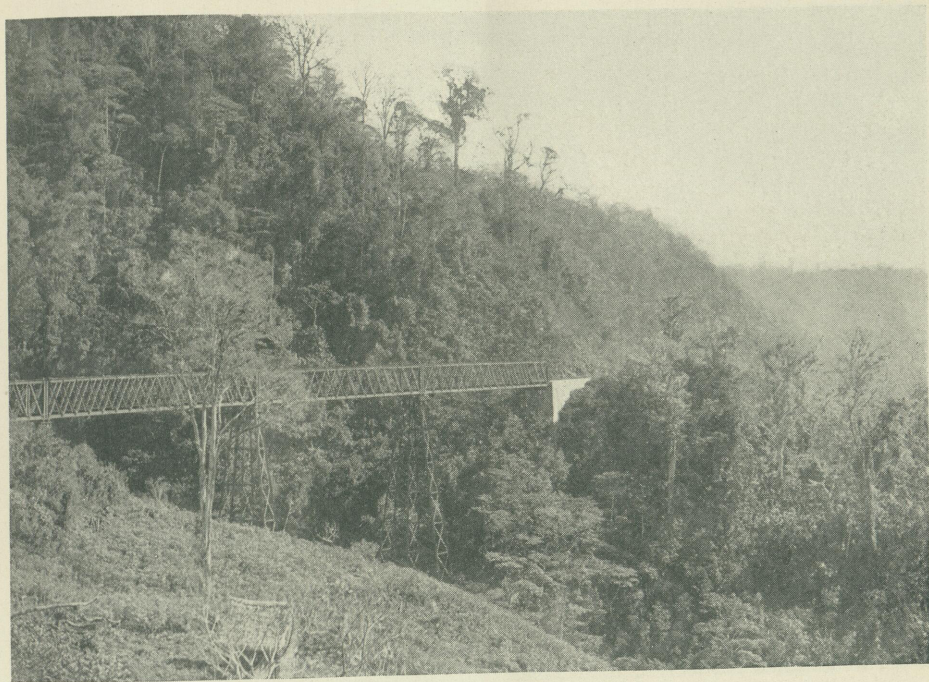
A walk along the magnificent sea-wall of Port Limon affords one a splendid view of the vari-colored sea. The old churches, bearing vestige of a lost architecture, and the municipal buildings are worthy of a visit.

A JOURNEY THROUGH PARADISE.

In all the lands of the tropics there is no more beautiful attraction than the trip from Port Limon to San Jose. The tourist travels over the Northern Railway, the accommodations of which leave nothing to be desired.

The vegetation along the road is the finest in the world. Everything is teeming with life. There is no sign of death or ruin. Everything seems to be covered with vines and flowers. Occasionally one can see huge birds perched on the high limbs of trees. The smaller and more beautiful birds, peculiar to the country, streak color across the sky.

The trip is a steady climb from the coast inland, for a distance of 103 miles, to an elevation of nearly 5,000 feet. The tourist is carried through the heart of the great



In the Interior of Costa Rica

banana districts and past wonderful coffee plantations, through dense forests of hard wood, over wonderful bridges crossing swift torrents and dry ravines. A parallel of the scenic loveliness could not be found anywhere else in the world.

Just before reaching San Jose the traveler gets a fine view of the ruins of the city of Cartago, which was destroyed by an earthquake. Many new buildings are being constructed, showing the progressive spirit of the Costa Ricans.

Gathered at the station to see the trains come in are many of the native women—the fairest yet seen in this part of the world. Poets and painters have raved over the Costa Rican beauty. They are well dressed, with the grace and stateliness of Old Spain, but with skin much fairer to look upon than the daughters of the old motherland.

SAN JOSE—"A TROPICAL PARIS."

Emerging suddenly from the tropical maze, the tourist enters the city of San Jose—the center of the wealth and art of Costa Rica. The city is unusually attractive. It has been called the Paris of the tropics, because of the life which partakes of that gay, nonchalant Parisian spirit. Most of the houses are of the one-story tropical design facing on narrow sidewalks. But the visitor is startled to find in the midst of this quaintness, electric cars. The shops have windows in which attractive wares are displayed. There is an atmosphere of freedom that is refreshing to the traveler from the land of the free.



JAMAICA, PANAMA CANAL



Government Building, San Jose, Costa Rica

The principal attraction in San Jose is the world-famous Opera House, built about ten years ago at the enormous cost of \$1,500,000. The interior decorations are very beautiful, especially the mural paintings, which were done in Italy.

If the sight-seer gets the opportunity of attending one of the concerts it is something never to be forgotten. When illuminated the interior is flooded with splendor. The aristocracy of the little Republic, all lovers of music and the arts, attend the operas and concerts with as much devotion as when seated in the ancient cathedrals.

Much of interest and education may be gained by short trips to the various churches—temples of worship, many of which date back to the earliest pages of Spanish history in the New World. The architecture itself seems to be a prayer. That was one of the secrets of the old monks in spreading and maintaining their religious hold on their people.

TRIPS FROM SAN JOSE.

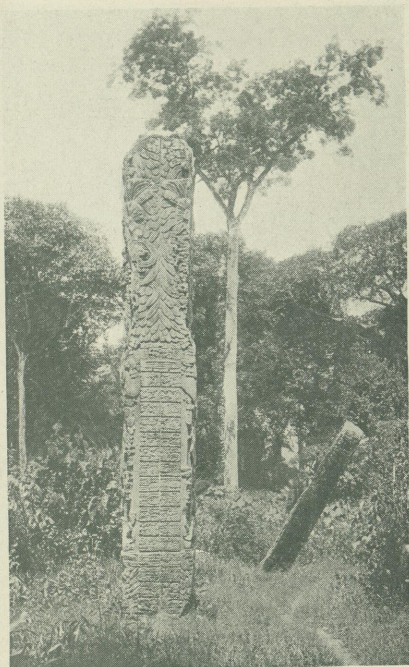
Having exhausted the attractions of San Jose, there are many other spectacles of wonder left to the tourist. But a short distance from the town are some of the finest coffee plantations of the world. These present a rare opportunity of learning just how the coffee bean is grown, how it is cultivated, how picked and how shipped to our northern cities.

A novel venture is a trip up the mountains that wall in San Jose on every side but the sea coast. The trails lead through mazes of verdure of all colors. Silver streams flash down the mountain sides. Trees spread their luxurious foliage to the sun.

CENTRAL ^{and} SOUTH AMERICA



Church Ruins at Antigua, the ancient Capital of Guatemala



One of the many Prehistoric Relics at Quirigua

The view from the heights is imposing. Fertile valleys seem to pour their wealth into the metropolis that nestles in their arms.

GUATEMALA.

The early Spanish explorers, after piercing into Central America, asked the native Indians the name of their wondrous country. The Indian name was given and interpreted—"Land of Eternal Forests." The word, to the Spaniards, sounded like "Guatemala."

It is truly a country of forests, tropical in character and beauty. It is more than that. It is a region of mountains, lakes, rivers and plains.

Its charms are a constant lure to the modern tourist. "Guatemala" is possessed of rare equatorial loveliness and sublimity. It has a remarkable diversity of level and climate that adds charm to magnificent scenery and makes fertile soil suitable for the production of a wide range of agricultural products. The country exemplifies the scientific fact that altitude rather than latitude is the vital, determining factor of a country's climate.

The Caribbean coast of this Central American republic is but 160 miles long. A great arm of comparatively uncultivated forest stretches away to the north and occupies a region lying between Mexico and British Honduras.

The United Fruit Company Steamship Service to the tropics includes a visit to this land of primeval greatness. In fact, no trip to the Southland would be complete without a visit to the wonders of the little republic.

THE GREAT WHITE FLEET



The Cathedral Ruin at Antigua, which was destroyed by Volcanic Forces in 1773



Bird's-Eye View of Guatemala City



Amatitlan Lake, Guatemala

PUERTO BARRIOS.

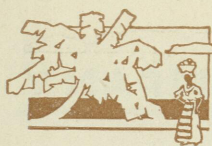
Puerto Barrios is the principal Atlantic port of the republic. The town is typical of other cities in the country. The harbor is land-locked, and on a clear day the visitor can see the color-touched mountains in the distance. The port is the finest natural harbor on the east coast of Central America.

Livingston, another port of call for the United Fruit Company's steamers, is twelve miles north of Barrios. The tourists can ascend the coast to the Rio Dulce and follow the river up as far as beautiful Lake Izabel and the old Spanish fort, San Felipe. The river and lake scenery encountered on this trip is unsurpassed in any part of Central America.

The journey by train from Puerto Barrios to Guatemala City is a "trip of dreams." The tourist is delighted when he finds he is to travel in a comfortable Pullman observation car.

The first part of the journey takes the traveler through dense forests, masses of green, setting off every conceivable color. Enormous palms of various and amazing variety, ferns and shrubs of all kinds grown to great sizes, wonderful flowers and vines are seen in profusion. Then follows the banana plantations covering miles and miles of beautiful and attractive country.

A desert is reached—a stretch covered with large cactus trees looking weird against the sky. Then, with kaleidoscopic rapidity, the scene changes and the train begins an ascent high into the mountains.



JAMAICA, PANAMA CANAL



Rio Lampara, near Puerto Barrios, Guatemala

RUINS OF QUIRIGUA.

After running through this veritable jungle of beauty, the wonderful and marvelous Ruins of Quirigua are reached. They are situated sixty miles from Barrios. These are well worth the study of the tourist. They are the wonderful relics of a prehistoric race—probably the work of the same highly civilized people who have left their monuments of achievement in Yucatan.

Numerous monoliths, temples and columns are scattered over an area of seventy-five acres. They constitute one of the most baffling and least known archæological mysteries of the western world. Queer hieroglyphics are cut in the stones and rocks. No key that would reveal probably an important message to the world of to-day has been discovered. Histories of nations that died thousands of years before northern Europe had emerged from complete barbarism are very probably recorded on the ruins. They are secrets of the past, and to-day world-famed archæologists are working amid the ruins for a solution.

From Quirigua the tourist entrains for Zacapa—one hundred miles from Barrios. At every station on the entrancing route Indians and Guatemalians and even Mexicans approach the cars and beg the tourists to buy the various native fruits which they carry on their heads in curious baskets of many shapes. Many of these native fruits are delicious and create an appetite that the traveler later in his native land yearns to satisfy. This experience gives one an insight into the physical marks of the people of this clime and their characteristics.



Picturesque Escuinilla, between Guatemala City and the Pacific

Pictures of native life are easily obtained. The adobe huts, with their thatched roofs, low and small dimensions, cluster about the various railroad stations at which the train stops.

GUATEMALA CITY.

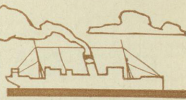
Situated 5,000 feet above the sea level, lying on a long, flat plain, and glistening like some rare jewel in the sunlight, is the City of Guatemala, capital of the Republic.

It is the "Home of Eternal Spring." Its climate is without fault. It is the climate of which the northerner dreams when Winter rages over his land and when the heat of Summer scourges his country. The city is free from the cold of a northern Winter and the heat of a northern Summer. It is always Spring here. The temperature on an average is between 62 and 64 degrees, and the highest the mercury climbs is to the 80 degree mark.

A bird's-eye view of the city holds the traveler spellbound. Rich lands, covered with verdure, stretch out before the eye. Beautiful white dwellings of harmonious architecture, surrounded by trees and flowers; wondrous buildings, churches and glistening streets stand out distinctly. In the distance tower four high, extinct volcanoes, casting the shadows of their faces on the city at their feet. Above all is the perfect blue sky—a sea with cloud-crafts floating slowly out of ken.

The city is the home of 100,000 people. The town possesses many interesting and ornamental public buildings, parks, monuments and churches.

THE GREAT WHITE FLEET



Cartagena, Colombia, the most Spanish of American Cities

AMATITLAN AND ATITLAN.

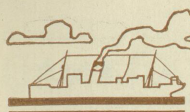
The tourist should not fail to pay a visit to the lakes of Amatitlan and Atitlan, a short distance from the capital. These bodies of wonderfully colored water are compared by travelers with the famous Swiss lakes, but that fails to give an adequate description of their distinctive beauty—a beauty of a character that cannot be found in the Old World.

Lake Atitlan is situated at an elevation of more than a mile. It has no visible outlet and in places is of unfathomable depth. No sight will quicker throw the traveler into reverential mood for Nature than the face of this lake at sunset. All the beauties of the land and sky seem to be sublimated in the alembic of its depths. Gorgeous colors seem to rise from the abyss and float away on the wings of the sunset. Then night comes and the stars brood above the waters. Tropical moons reflect their beauty in the translucent pool.

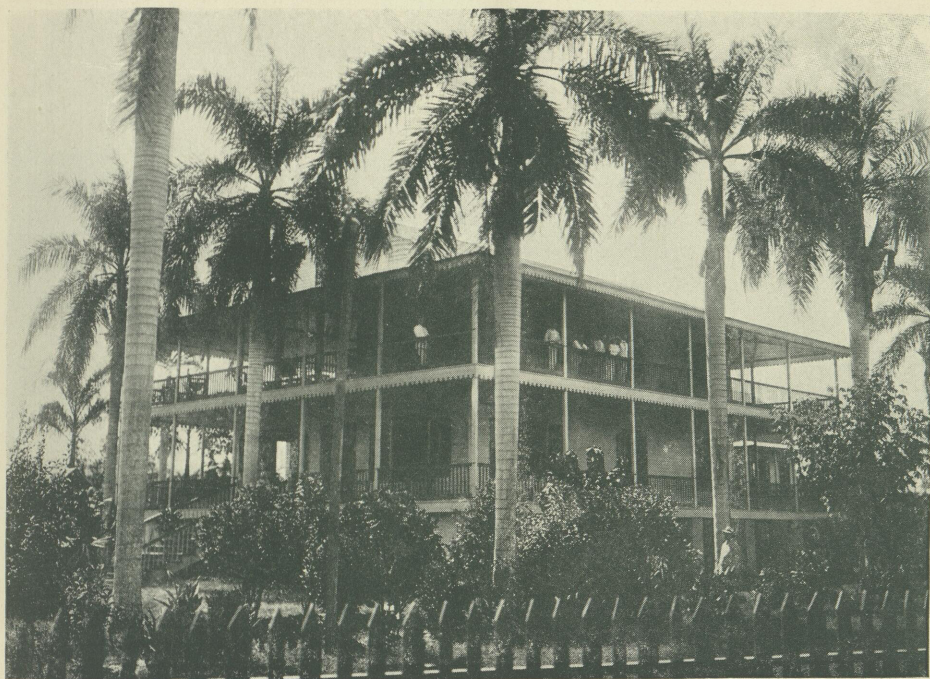
ANTIGUA.

A short distance from Guatemala City is the most prolific spot of the dead and the past. It is Antigua. It was the ancient capital of the republic. A terrific volcanic eruption in 1773 destroyed it. In the face of this, a few thousand people still live—live where the hot streams of lava flowed down on their forbears and swept them into eternity.

The ruins of more than sixty churches are to be seen at Antigua. The untopped dome of the cathedral is the finest example of Spanish architecture to be found in



UNITED FRUIT COMPANY



United Fruit Company's Bungalow at Rio Frio, near Santa Marta

Central America. One wonders how men, busy fighting and conquering a new world, had time to build such architectural masterpieces.

The tourists to Guatemala should make the trip across the country to San Jose, the Pacific port. It is an enterprising city, mingling the best of the Old World with the greatest of the present.

Hotel accommodations can be had by the tourist at all the larger cities of the republic.

That is a short study in the attractions of Guatemala. It is but one more reason why the people of the United States should leave behind the terrors of the long Winter and spend the cold months in the warmth, balm and beauty of the tropics. The trip to Guatemala on one of the steamers of the United Fruit Company cannot be duplicated in all the travel-pleasures of the world.

COLOMBIA.

The traveler to Colombia—the distinctive republic wedged in the northwest corner of South America—gets his first glimpse of the country as the steamer slips into the harbor of Cartagena. On the comprehensive and pleasurable twenty-two-day cruise of the steamers of the United Fruit Company, Santa Marta, quaint, world-old city, is the last port of call. Memories of the stop will always linger with the tourist.

The ancient city affords many spectacles of rare delight. The white domes of the principal cathedral give the needed touch of antiquity to the town. Near by are



JAMAICA, PANAMA CANAL



Copyright, 1912, by Underwood & Underwood, New York

Bird's-Eye View of Santa Marta, Colombia

the ruins of another cathedral—an edifice which some archæologists hold to be the first Christian church constructed in the New World.

The new cathedral is old as the modern world reckons time. Centuries trail back to its erection. You can view here the illuminated sacred texts, the pictures of saints and the tiling worn down and cracked by the tread of many generations of worshippers.

An enjoyable day may be spent by a trip down the railway line to the United Fruit Company's Bungalow at Rio Frio, where the Company serves luncheon to the visitors in an old mansion standing in a magnificent grove of royal palms. Here, as everywhere else that the Company's service is extended, guests find true hospitality. The tourists are shown the progress of successful banana growing in every stage.

If you have selected wisely, you go back to the steamer of the United Fruit Company, lying at rest in the harbor, and enjoy a night of perfect rest.

There are four other cities that should be visited by the tourists: Puerto Colombia and Cartagena on the coast; Bogota and Medellin, inland. Cartagena rests against the blue of the sea, a city of lovely enchantment. There is a touch of the Moorish period in the architecture. The white of the buildings stands out against the color of the sea and sky. The municipal buildings, churches and places of amusement are added attractions.

Cartagena is the most characteristic Spanish town in the Western Hemisphere. It savors of the romance of a world of greed and piracy. It was fortified (and its

CENTRAL and SOUTH AMERICA



Paseo del Camellon, Barranquilla, Colombia

walls and forts are still to be seen) in the old buccaneer days as a Treasure House by a Spanish king at a cost of \$59,000,000, and was a war center for years. Sir Francis Drake captured the city in 1586. In 1741 Lawrence Washington, brother of George Washington, commanded a company in an English siege of the place. Here the inquisition throve, and there are still to be seen in the cathedral some of the appliances used for purposes of gentle persuasion.

Bogota is the capital of the republic and boasts of a population of 50,000. It is located at an altitude of 8,564 feet. It enjoys charming scenery and is the center of many interesting trips, including a visit to the Falls of Tequendama, 475 feet high. The city has beautiful parks, churches, excellent street-car, telegraph and telephone service, electric illumination, a university and a fine national museum.

This republic is to-day supplying the world with the best emeralds. The output is enormous each year. The mines are yielding their treasures freely. New mines are frequently discovered.

It is in this republic that many of the Panama hats worn in northern climes during the Summer are made. The natives are expert in the weaving of the delicate and expensive straw.

Recently a textile plant of commercial value, furnishing a fibre especially suited for curtains and other household adornments, was discovered in the interior forests. The value of the discovery is said to be beyond estimate.

THE GREAT WHITE FLEET



The Courthouse and Postoffice, Belize

BRITISH HONDURAS.

Two days of pleasure and comfort, with the deep blue waters of the Gulf of Mexico stretching out and meeting azure skies, and then — British Honduras — "Land of Cocoanut Palms."

The steamers of the United Fruit Company make this beautiful trip from New Orleans, first affording the tourist a magnificent view of the lower Mississippi—the old plantations, the native huts, the vast areas of unreclaimed land.

The beauty of British Honduras is seen as the steamer approaches Belize, capital of the territory—a British possession.

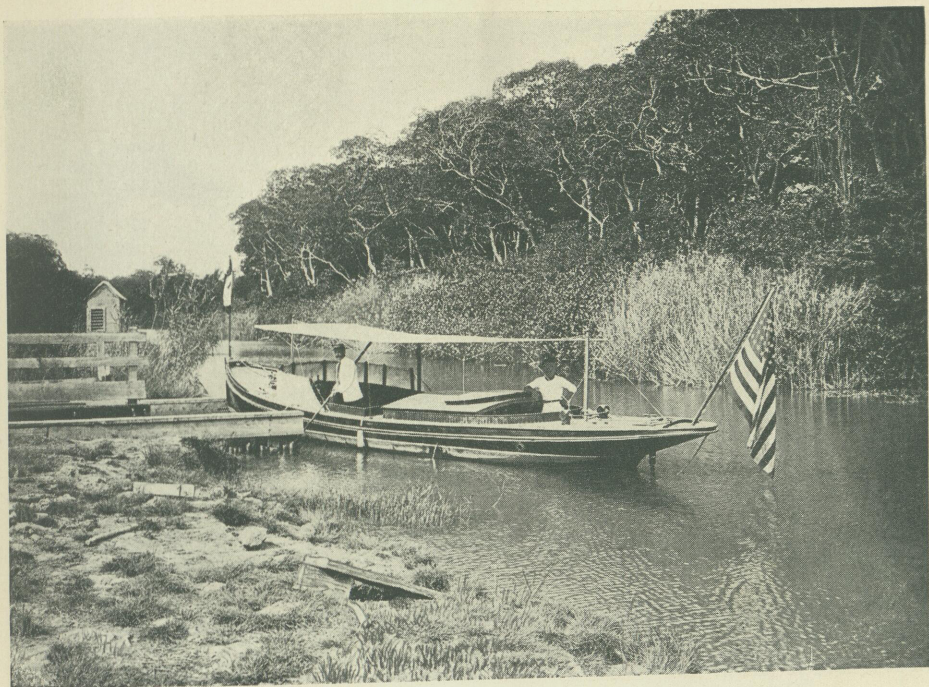
The tourist on landing is struck with the similarity of the place to old southern towns in his own country. The streets are gay with color. Every day seems a gala day. The shops, by their various assortments, attract the women of the North.

The people are a source of continual pleasure as they walk through the streets with their full skirts made of brilliant calicoes. They are a dark-skinned race, with flashing, leaping eyes of brightness.

A trip up the Belize River is fruitful of new experiences and pleasures. The country lying on the banks is typically tropical and fills the northerner with new admiration. Eight miles above the city are luxurious botanical gardens that are the pride and boast of the colony.

SPANISH HONDURAS.

The blue-colored Gulf of Honduras separates the British possession from Spanish Honduras. The trip from the latter territory to the former, either by rail across



On the Belize River, British Honduras

Guatemala, or by sea, is full of wonders to the tourist from the barren, winter-swept North.

Tegucigalpa, the capital of the country, is busy, stirring, wide-awake. Architectural achievements stagger the imagination of the traveler. The palace is of a type—soft, white lines and balconies—that seems to embody the traits of the people. The Hall of Records is another point of interest. The Cathedral of San Miguel, the hospital, Government printing office and the National Institute cannot be overlooked, each possessing singular reasons for observation.

The people of the capital are lovers of music and poetry. At night, while the soft breezes of the tropics blow over the city, and a tropical moon and myriads of stars pour down a mellow, soothing light, the voices of singers of love ballads and the tinkle of guitars bring back dreams of old Spanish romance and chivalry.

Cortez and Amapala are the principal seaports of British Honduras. The ruins of the famous Capan district, near the Guatemalan frontier, teem with archaic fascination. Here are mystical and mysterious colossal figures, heaps of stone symbolic of religious beliefs and history—facts of dead nations. The trip to this region can be taken over the International Railways of Central America. All along the route the visitor obtains impressions of splendid tropical scenery and typical native life that are ineffaceable. The climate is just the kind that the northerner dreams of when Winter blasts sob a requiem for departed Autumn and mantles of snow cover Nature's dead.

For this is the "Land of Smiling Summer."



JAMAICA, PANAMA CANAL



In quaint Belize, British Honduras

SALVADOR.

The traveler to the Central American Republic who has enjoyed the delights of the trip on one of the steamers of the United Fruit Company, can conveniently visit Salvador after visiting Guatemala. From Puerto Barrios the trip may be made on the International Railways of Central America to San Jose.

From this city an exhilarating and impressive Pacific voyage can be made to Acajutla or La Libertad, large seaports of Salvador.

Salvador is the smallest in area of the Central American Republics, yet it has more than one million souls within its confines. It nestles up to the quiet, silver Pacific.

San Salvador is the capital. It is located in a fertile and lovely valley hemmed in by majestic mountains on all sides. The proverbial cathedral of beauty is present.

The characteristics are similar to those of other Isthmian countries. The sea coast is broken by pretty inlets and splendid bays. To the northerner all the poetry of life and the inanimate world seems sublimated in the sunsets witnessed from the Salvador coast.

TO THE LANDS BEYOND.

The steamship service of the United Fruit Company from New York and New Orleans offers, by direct connection at Colon with the Panama Railroad to Panama, thence steamer (Pacific Steam Navigation Company, Compania Sud-Americana de Vapores, or Peruvian Line) a splendid service to ports in Colombia, Ecuador, Peru and Chile.

CENTRAL ^{and} SOUTH AMERICA



OFFICERS OF UNITED FRUIT COMPANY

A. W. PRESTON, President

M. C. KEITH, Vice-President

CHARLES A. HUBBARD, Treasurer

BRADLEY W. PALMER, Secretary

JAMES F. TILDEN, Assistant Treasurer

WM. NEWSOME, General Manager West India Department

S. G. SCHERMERHORN, General Manager Central and South American Dept.

WM. ANDERSON, Manager Marine Department

F. Field, Manager Boston Division	Long Wharf, Boston, Mass.
I. Cadmus, Manager New York Division	Pier 15, E. R., New York
R. J. Watson, Manager Philadelphia Div	Pier 5, North Wharves, Philadelphia, Pa.
C. C. Buckman, Manager Baltimore Division	Pier 1, Pratt St., Baltimore, Md.
C. H. Ellis, Manager New Orleans Division	321 St. Charles Street, New Orleans, La.
V. M. Cutter, Manager Guatemala Division	Puerto Barrios, Guatemala
V. C. Reynolds, Manager Ceiba Division	Ceiba, Spanish Honduras
W. P. Brown, Acting Manager Bluefields Division	Bluefields, Nicaragua
W. E. Mullins, General Manager Costa Rica Division	San Jose, Costa Rica
J. M. Kyes, Manager Bocas Division	Bocas del Toro, Panama
Manuel Montejo, Manager Santa Marta Division	Santa Marta, Colombia
S. D. List, Manager Jamaica Division	Port Antonio, Jamaica
Southside Agent	Kingston, Jamaica
A. R. Bishop, Agent	Belize, British Honduras
I. Rich, Agent	Livingston, Guatemala
W. E. Brown, Agent	Puerto Barrios, Guatemala
P. A. Bruni, Agent	Guatemala City, Guatemala
R. Keilhauer, Agent	San Salvador
R. W. Boissevain, General Traffic Manager	17 Battery Place, New York City
M. V. Rodney, General Freight Agent	17 Battery Place, New York City
F. H. Dietz, General Passenger Agent	17 Battery Place, New York City
J. F. Van Riper, Soliciting Freight Agent	17 Battery Place, New York City
R. E. Tuckerman, Soliciting Freight Agent	17 Battery Place, New York City
Stuart Bellows, Traveling Traffic Agent	17 Battery Place, New York City
J. J. Kelleher, General Freight Agent Southern Division	New Orleans, La.
Geo. Neumann, Passenger Agent	626-30 Common Street, New Orleans, La.
M. Hartmann, Western Pass'r Agent	444 Commercial Nat'l Bank Bldg., Chicago, Ill.
T. D. Nettles, Manager	Mobile, Ala.
T. W. White, Acting Manager	Galveston, Texas
Sasso & Pirie, Agents	Central Avenue, San Jose, Costa Rica
L. Rivara, Manager	Puerto Cortez, Honduras
H. R. Wilford, General Agent	Colon, Panama
R. de La Guardia, Agent	Panama City, Panama
Rafael del Castillo & Co., Agents	Cartagena, Colombia
Alzamora Palacio & Co., Agents	Barranquilla, Colombia
E. A. H. Haggart, Freight and Passenger Agent	Kingston, Jamaica
G. F. Wicken, General European Freight and Passenger Agent,	Dashwood House, 9 New Broad Street, London, E. C.

GENERAL OFFICES

131 State Street

Boston, Mass.

THE GREAT WHITE FLEET



RBR
F
1623
G73
1912

